

BUCKEYE PARTNERS, L.P.

Five TEK Park
9999 Hamilton Boulevard
Breinigsville, Pennsylvania 18031

December 12, 2007

Mr. Ivan Huntoon
Director, Central Region
U. S. Department of Transportation
Pipeline and Hazardous Materials Safety Administration
901 Locust Street, Suite 462
Kansas City, MO 64106-2641

Dear Mr. Huntoon:

This letter is in response to your Notice of Probable Violation Proposed Civil Penalty and Proposed Compliance Order, CPF 3-2007-5026, (Notice), dated September 10, 2007, concerning the inspection of Buckeye Partners' (Buckeye) facilities in Illinois, Indiana, Ohio, and Michigan. The following are Buckeye's specific responses to the items listed on the above reference document:

1. 195.402 – Procedural manual for operations, maintenance, and emergencies.

Buckeye's Response

Buckeye purchased this system from Shell Pipeline Company (Shell) in October, 2004. The drawings available were the drawings obtained from Shell with changes made by Buckeye over the short timeframe that Buckeye owned this system. These were the same drawings that Shell had been using during their ownership and operation of this system. Buckeye made revisions to these drawings as items were discovered to be incorrect or additions were needed and continues to do so.

Buckeye believes that an operator who acquires a pipeline system with over 900 miles of pipeline along with pump stations, tank farms, and terminals involving over 1,000 drawings should not be expected to have all drawings up-to-date in such a short time when the previous company had the system for years but had not maintained the same drawings. Buckeye updates all of its drawings whenever changes are made and will continue to do so in a timely manner, per its policy, whenever any discrepancies are discovered.

Enclosed are copies of the drawings in question. The changes were made following this inspection and new copies were sent to our field locations.

2. 195.404 – Maps and records***Buckeye's Response***

- a) Buckeye was missing some of the records listed concerning the monthly breakout tank inspections. However, further investigation revealed that some of the records listed were not missing but were actually entered incorrectly into Buckeye's new work order system, which was installed in 2003. The learning curve required by the new system and the fact that the system provided by the software vendor did not require a completion date resulted in missing or incorrect completion dates in some of Buckeye's Preventive Maintenance (PM) records.

The issue with being able to close a work order without entering a completion date has been resolved by making that a required field. Concerning the incorrect completion date, Buckeye continues to instruct its employees that the date entered into the Completion Date field shall be the date the work was *completed* and not the date that they enter the data into the work order system. Buckeye is also in the process of auditing its entire PM system to verify that all required PMs are in its system.

- b) Buckeye appeared to be missing some of the records concerning mainline valve inspections. This was due to the same issues with the new work order system explained above, and they have been resolved as described.
- c) The relief valve at Buckeye's Bradley Road was not missing the inspection for 2004. The inspection for 2004, however, was conducted in early January, 2005. This issue was brought to the attention of the local Supervisor, and it was made clear that yearly inspections shall be conducted within the year they are scheduled and not more than 15 months from the previous year's inspection. Buckeye also added a person to the compliance staff who will be conducting routine checks on the completion of inspections to prevent this from happening in the future.
- d) Buckeye disagrees with the PHMSA Central Region's interpretation of this portion of the regulations. Buckeye agrees that 195.404 (c) (3) states that a record for each inspection shall be maintained for a period of time. However, it does not stipulate that each inspection record must be for only one tank. Buckeye conducts the monthly tank inspections at its facilities as one inspection and, thus, has one record to document all tanks in that inspection. If anything is discovered during the inspection, the issue is documented on the inspection work order along with the tank number identifying the tank in question.

Buckeye has been documenting its monthly tank inspections this way since monthly inspections were first required under the regulations. Since that time, Buckeye has been inspected by several PHMSA inspectors from several PHMSA regions including the Central Region, and this has never been an issue.

Nevertheless, Buckeye has since revised its monthly tank inspection documentation process and has developed a form for this inspection which has a line to separately document the inspection of each tank. We believe this should resolve any disagreements on interpretation.

3. 195.410 - Line markers

Buckeye's Response

Some of the line markers along the Buckeye right-of-way did have the incorrect phone number and name on them. Most of these were corrected at the time of the inspection. All others discovered during this inspection were corrected shortly following the inspection.

Buckeye continues to inspect its right-of-way, including line markers, and will continue to correct any line markers that are discovered to have either the incorrect name or phone number on them. Buckeye has also revised its policy concerning right-of-way inspections. Enclosed is a draft copy of Buckeye's Maintenance Manual, Section D-02 stating that when Buckeye conducts its triennial line walking, a spreadsheet will be completed to show the location of each line marker. This will also document the need to replace or modify the line marker and will ensure that each line marker is checked to verify that the information is correct.

4. 195.410 - Line markers

Buckeye's Response

There were no line markers at the span located at MP 175 of the Two Rivers System that was purchased from Shell. Line markers were installed shortly after the inspection at this span. Enclosed are photographs showing the line markers that were installed. These photographs were sent to the PHMSA Central Region inspector via e-mail on April 13, 2006.

5. 195.412 – Inspection of rights-of-way and crossings under navigable waters

Buckeye's Response

During the inspection, a 500 foot section of right-of-way was found, due to overgrowth, not to be cleared in a way that would allow air patrol to patrol this section. At the time of the inspection, it was Buckeye's understanding that the issue was the overgrowth and not the patrolling requirements. Buckeye's air patrol pilot flies over this section more than 26 times a year, and Buckeye agrees that at the time of this inspection the air patrol pilot could not see the short section of right-of-way in question. However, this section of

right-of-way meets the requirements of §195.412 as it also gets patrolled weekly by vehicle by Buckeye's local maintenance crew.

Enclosed are the weekly vehicle patrol PM reports for the two pipelines that run through this section. As you can see, this patrol is performed more than the required 26 times a year, not to exceed three weeks as stated in the regulations.

Buckeye would also like to note that this section of right-of-way has been cleared. Enclosed is a photograph showing the cleared right-of-way. This section continues to be vehicle-patrolled weekly along with routine air patrols.

Buckeye feels that the \$35,000 fine for this portion of the proposed civil penalty is not warranted and should be withdrawn since this section of pipeline was and continues to be patrolled more frequently than required under the regulations.

6. 195.452 – Pipeline integrity management in high consequence areas

Buckeye's Response

While February 27, 2004, is the date the final PII report was prepared, Buckeye takes issue with the statement that it had definitive information on which to base an Immediate condition on that date. There is no record on file or mention in the final report that any preliminary reports were issued to bring this condition to its attention before the final report's receipt.

Typically, the date of the report is the date on which the final report was printed and packaged for issue, not the date on which the final report was received by the customer. In this instance, February 27, 2004, was a Friday, which means that this report would not have been received by Buckeye any earlier than Monday, March 1, 2004.

It is important to acknowledge that, while Buckeye's timing was not optimal, the feature was indeed identified, evaluated, and remediated within 45 days of receipt of the final report. Buckeye believes that a number of factors could have contributed to the initial delay in identifying and issuing this feature to the Field.

First, the Executive Summary and associated printed listings did not sufficiently identify these features, given the magnitude of their integrity implications. The feature summary did not list the dent's depth nor did it reference a possible metal loss feature. Those omissions may have led to an assumption that the features were not an Immediate integrity concern. Second, due to the manner in which Buckeye performs its in-line inspections, it is possible that a number of reports arrived simultaneously. In this situation, the prudent course of action would have been to triage the reports as received to issue the Immediate and 60-Day conditions to the field before conducting the full review of the report. Since the report did not flag the features in question as an Immediate integrity threat, it is likely that the features were not identified until the full review was

performed to address the 180-Day and Buckeye IMP conditions. Lastly, when the features were investigated, the Field could not locate the dent that the vendor's tool identified nor did the metal loss component conform to the conditions found in the field.

Still, Buckeye recognizes that there are areas for improvement and has taken steps to address them. First, the Integrity Engineer's role has been more clearly defined through the job description to ensure compliance with DOT regulatory guidance. Second, a full-time position for a Records Specialist was created and filled in 2006 to support the Pipeline Integrity Department with its documentation and regulatory requirements. Third, the current Integrity Engineer; Records Specialist; and Manager, Pipeline Integrity have all participated in the "In-Line Inspection Engineering Training" course presented by CC Technologies, Inc.

Additionally, Buckeye has changed its process to ensure that ILI data is more thoroughly reviewed upon receipt. The ILI raw data is loaded into its vendor's software within one business day of its receipt. The report is also reviewed for potential Immediate and 60-Day conditions within that same timeframe. Any potential Immediate and 60-Day conditions identified are then cross-referenced with the prior tool run results, if available, to determine if the conditions were previously investigated and remediated, as necessary. If no prior tool run is available or the feature has changed since the prior tool run, the HCA status is verified before issuing the dig sheet and supporting documentation. Once the Immediate and 60-Day conditions are issued to the field, the Integrity Engineer performs a more comprehensive review of the ILI results to identify any 180-Day conditions as well as any conditions established in the Buckeye IMP.

7. 195.452 - Pipeline integrity management in high consequence areas

Buckeye's Response

Buckeye believes this situation was the result of a lack of clarity regarding the expectations and has since changed two processes to prevent it from recurring.

First, when an Immediate condition has been identified and verified against other record sets (e.g., prior tool runs, GIS records, prior repairs) as a valid condition, the Integrity Engineer (or Manager, Pipeline Integrity) gathers the previous 60-days worth of pressure data for the affected line section, performs the pressure reduction calculation, and initiates the Management of Change (MOC) work order to effect the pressure reduction. This pressure reduction remains in effect until all Immediate conditions are addressed and supporting documentation is received. The Integrity Engineer also monitors 60-Day conditions to ensure that the evaluations are made within the allotted timeframe. Should the feature not be investigated within five days of its due date, the Integrity Engineer, with concurrence from the District Engineer, takes the necessary actions to initiate a pressure reduction until such time as the feature is investigated and remediated, as necessary.

On a related note, at the time of this investigation, there was some ambiguity regarding the correct pressure value to use to calculate pressure reductions. Buckeye contends that the Maximum Operating Pressure (MOP) was available and acceptable per regulation to determine if pressure reduction was warranted. As the DS301CG MOP was (and is) 1440 psi, a 20 percent reduction would equal 1152 psi. Since the line operated at pressures that did not exceed 1152 psi during the previous 30 days and the 12 days between discovery and remediation, a pressure reduction did not appear to be warranted.

However, since then, the PHMSA FAQs have clarified that normal operating pressures are the more appropriate measures upon which to base pressure reduction calculations. Buckeye had previously amended its IMP to reflect this change and is currently revising its IMP to reflect the revisions found in the final rule, effective August 16, 2007.

The second process alteration relates to the issuance of dig sheets to the Field to eliminate confusion about priorities. In this instance, all of the digs were issued in a single e-mail message, without specifically identifying the Immediate condition. This oversight left the field with the impression that the first dig sheet was the highest priority of the six digs issued.

Buckeye has been segregating the digs by condition since early 2006. By this, Buckeye means that all of the Immediate conditions on a line are sent in one message, the 60-Day conditions in a separate message and so on until all of the DOT and Buckeye IMP conditions for a line are issued. In addition, the file name for each dig sheet displays the interval for the condition. Lastly, the discovery date, condition interval, and due date are either incorporated into the dig sheet file itself or as an attachment to the dig sheet for ready reference by Field personnel.

These actions will ensure Buckeye's compliance with regulatory guidance.

8. 195.452 - Pipeline integrity management in high consequence areas

Buckeye's Response

The Notice is correct with respect to the error in recording data regarding the subject anomaly. Since the discrepancies were brought to Buckeye's attention in 2006, a full-time Records Specialist position was created and filled. One aspect of that position's duties is to review the Nondestructive Inspection (NDT) reports for completeness, adherence to repair criteria, and accuracy of location data. The Records Specialist works with the responsible District to correct any noted discrepancies and to ensure that the records are updated to reflect the revisions. It is relevant to note that subsequent reports from the inspector in this matter have dramatically improved in the interim.

Each District is reminded during monthly teleconferences about the importance of timely completion and submission of NDT reports. The Pipeline Integrity Department also

plans to highlight the importance of accurate field data collection and reporting at Buckeye's Pipeline Integrity and Engineering Conference scheduled for March, 2008.

9. 195.583 – What must I do to monitor atmospheric corrosion control?

Buckeye's Response

- a) The Two Rivers Pipeline System was purchased by Buckeye from Shell in October, 2004 and the inspection by the PHMSA Central Region of this system was conducted in 2005. Under the regulations, pipelines shall inspect exposed pipe every three years. However, at the time of the inspection Buckeye had only owned and operated this section for one year. Therefore, we understood that Buckeye still had two years to inspect any exposed pipe to meet the Federal requirements.

Since the inspection conducted by the PHMSA Central Region office, Buckeye has conducted the inspection of all exposed pipe on the Two Rivers Pipeline System. Enclosed are the reports that cover the four exposures mentioned in your letter. Copies of these inspections were sent to the PHMSA Central Region inspector via e-mail on April 12, 2006. These reports show that Buckeye is in compliance with the three-year inspection requirement under the Federal regulations.

- b) Buckeye agrees that it did not have the documentation for inspecting the exposure located in a concrete block vault at stake number 20+59. Since the inspection by the PHMSA Central Region, the pipe and coating have been inspected and the pipeline buried. This was an old connection to another company's terminal that had not been in use for years. The connection was eliminated years ago, but the vault and exposed pipe remained. Enclosed are photographs, as well as work order number 237395, covering the work performed at this site. The photographs show a sleeve that was installed on the pipeline along with backfilling of dirt over the pipeline. These items were sent to the PHMSA Central Region inspector via e-mail on April 12, 2006.

Proposed Compliance Order

Buckeye's Response

1. Buckeye believes that this item of the Proposed Compliance Order is not necessary in the final compliance order. All Buckeye employees have access to all maps (alignment drawings) Buckeye retains for all of its systems. Drawings are sent to the field whenever they are revised and any employee can request maps at any time by contacting Buckeye's Central Engineering Department.

The maps that were available at the time of the inspection were the most current maps that Buckeye had obtained from Shell at that time. Buckeye continues to update the Two Rivers Pipeline System maps along with all the maps for systems Buckeye operates as new changes are made or whenever an item is discovered to be incorrect.

After the PHMSA Central Region inspection of this system, Buckeye requested that the local Supervisors of this system review the current maps and forward any needed changes needed to Buckeye's Central Engineering Department. All changes received have been made. Following the revisions, new copies of the maps were provided to the field per Buckeye's policy.

2. After this inspection Buckeye made it clear to all of its field Supervisors that all line markers shall be inspected when the right-of-way is inspected, and that all line markers found to have any incorrect information shall either be replaced or corrected. As mentioned above under item number 2, Buckeye has revised its policy concerning right-of-way inspections. The addition of the new required spreadsheet will ensure that all markers during each inspection are checked to verify that the correct information appears on each line marker. Buckeye believes that it has already complied with this portion of the Proposed Compliance Order.
3. Buckeye believes that this item of the Proposed Compliance Order is also unnecessary. Buckeye's local supervisors were aware of these exposures, and the exposures have been inspected within the three-year time period of the regulations.
4. Buckeye agrees to document all costs associated with any final compliance order and submit those costs as required.

Buckeye believes that the proposed Civil Penalty of \$202,000 is excessive. We believe that an amount no greater than \$27,000 is more appropriate, since we do not believe the Company committed any violations with regard to items 5, 6, and 7 in your letter and that other items had mitigating circumstances. Buckeye also believes that the Proposed Compliance Order is not necessary at this point since all issues listed were completed promptly by Buckeye following the inspection.

In closing, I would like to emphasize that Buckeye strives to be counted among the very best pipeline operators. We are proud of our record. We maintain a comprehensive risk-based program of ensuring pipeline integrity, and we apply it consistently throughout our system. We regret that records for some newly acquired facilities were found to be deficient, but we firmly believe that our recent acquisitions have resulted in improved levels of risk for the assets involved, and we continue to commit significant resources to ensure continuous improvement. We hope that PHMSA recognizes this commitment and the effort that goes into it.

If you have any questions or need further information with regard to our responses, please contact Donald Hankey at 610-904-4410 or me at 610-904-4557.

Very truly yours,

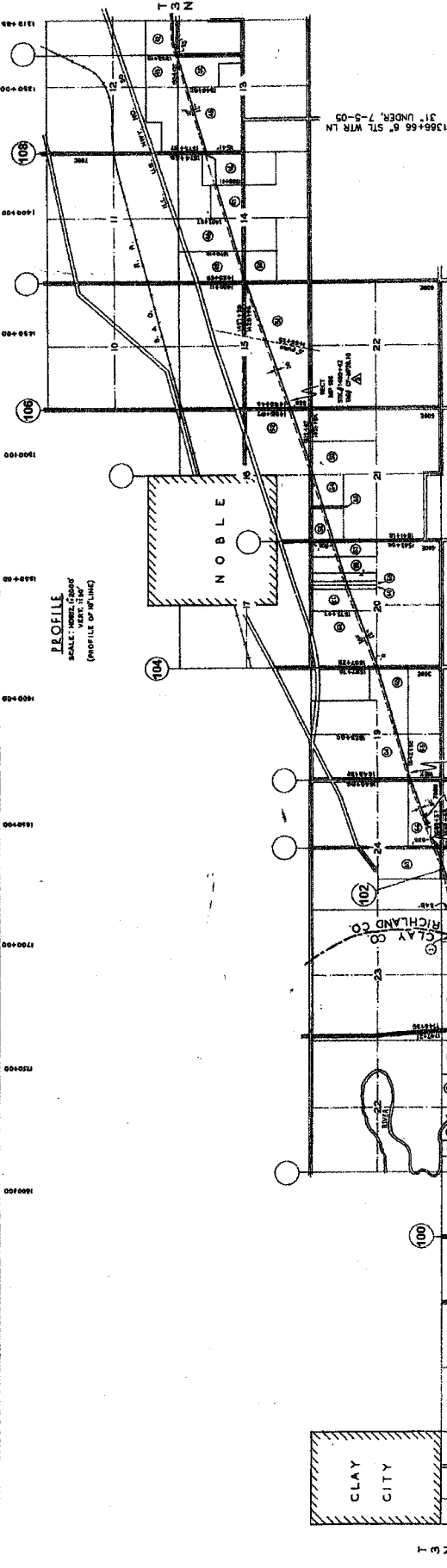
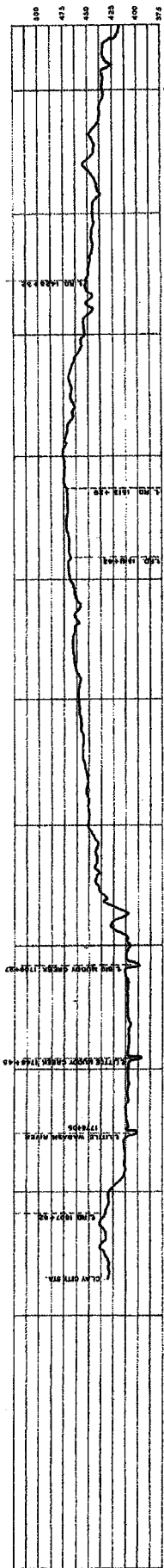
A handwritten signature in black ink, appearing to read 'L. M. Shelton', with a large, sweeping flourish at the end.

Lawrence M. Shelton
Vice President, Field Operations

LMS:jml

Enclosures

cc: D. E. Hankey



CLAY COUNTY			RICHLAND COUNTY		
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CLAY & RICHLAND COUNTIES ILLINOIS

LEGEND



INVENTORY DRAWING
CORRECT ONLY TO DATE
OF LAST REVISION
4/10/06

WOOD RIVER PIPE LINE CO.

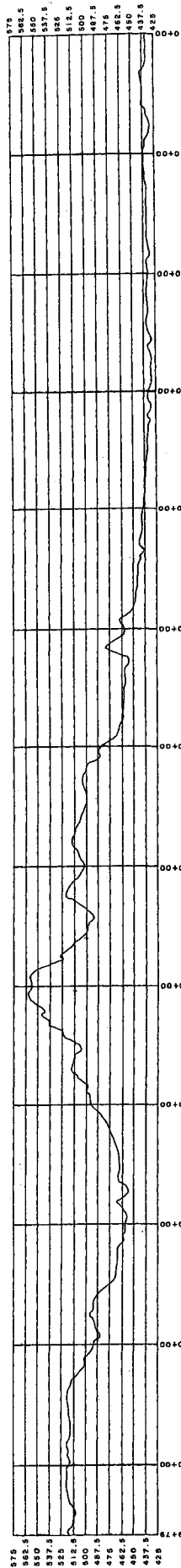
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CLAY CO. ILLINOIS
AND RICHLAND CO. ILLINOIS

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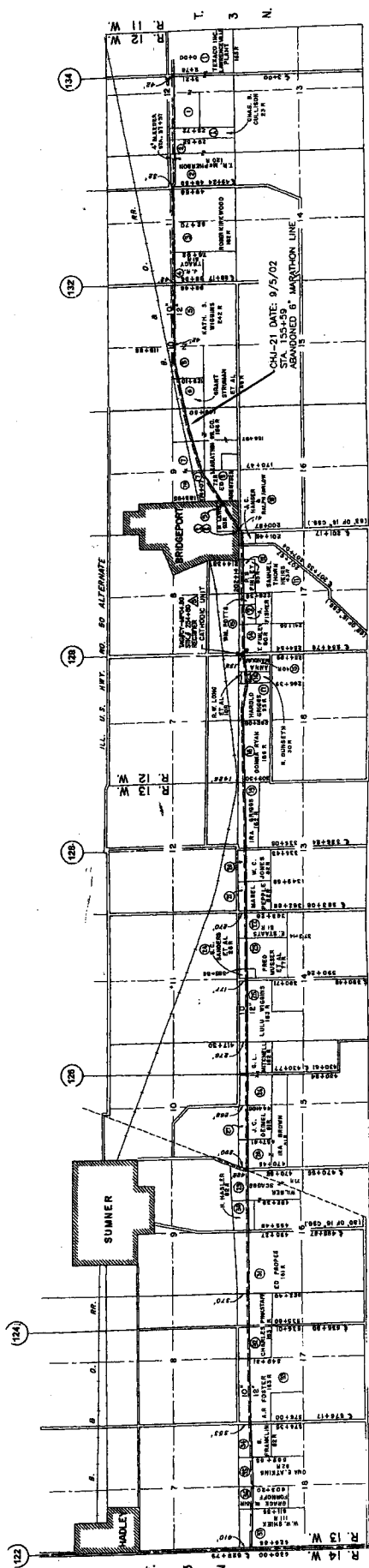
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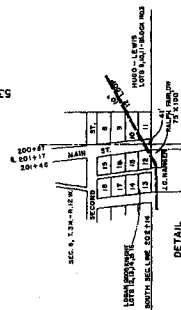
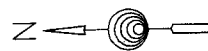




PROFILE
SCALE
HORIZ. 1" = 2000'
VERT. 1" = 50'
(PROFILE OF 10' LINE)



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1.5" OVER 7-2-05



LAWRENCE COUNTY, ILLINOIS

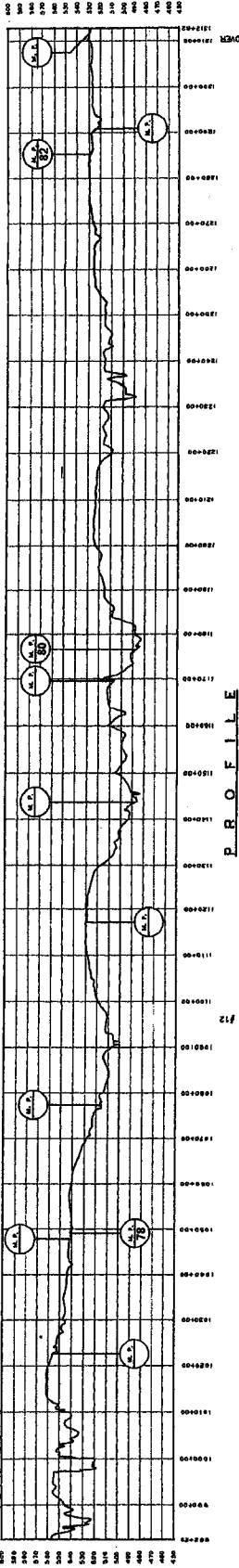
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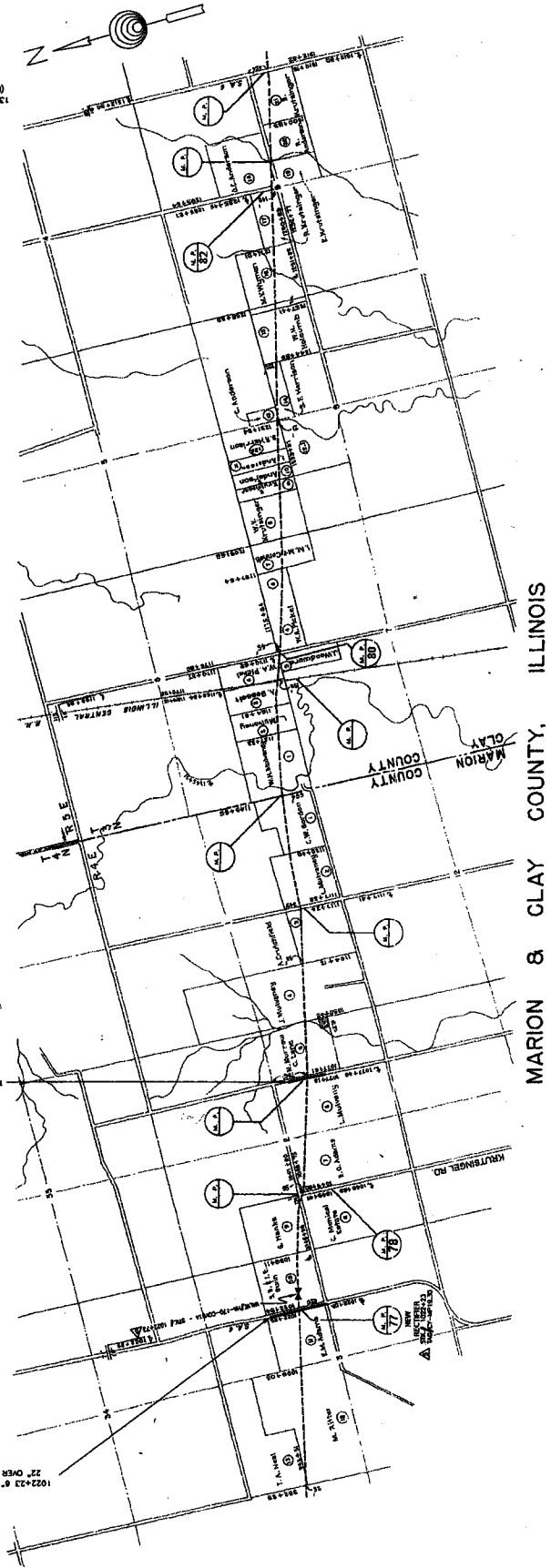


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OF LAST REVISION
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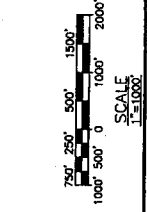
WOOD RIVER PIPE LINE CO.	
1	ALIGNMENT & PROFILE
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1312+14 8" STEEL WATER LINE 2' OVER (CHANGED IN 10' PVC) 7-5-03



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OF LAST REVISION
4/7/06

1. Policy

- 1.1 The surface condition of each pipeline right-of-way, active and idle, shall be inspected within the time frequency listed on the Comprehensive Scheduling Chart in Section D-01.

Field Code Changed

- 1.2 All rights-of-way are divided into the following:

- Vegetation Management
- Property Owner Awareness (POA)
- Paved Public Roadways

1.2.1 Vegetation Management

- This program covers all rights-of-way not included in POA or under paved public roads. They shall have vegetation controlled by a qualified, licensed contractor.
- All rights-of-way shall be walked once every three years to identify soil erosion, maintenance requirements, encroachments, and unauthorized excavations.

1.2.2 Property Owner Awareness (POA)

- This program covers all rights-of-way that are located in High Consequence Areas (HCAs) described as High-Populated and Other Populated areas in Buckeye's Integrity Management Program (IMP).
- These rights-of-way shall be walked every year to deliver Buckeye's Public Education Program brochure and to identify any soil erosion, maintenance requirements, encroachments, and unauthorized excavations.

1.2.3 Paved Public Roadways

- Where the pipeline is under paved public roadways and is not located in HCAs as described in 1.2.2 the residents on both sides of the road shall be mailed general information about our pipelines (See Public Education Program Manual). These areas do not fall into Vegetation Management or POA.

D-02 – Pipeline Right of Way**Issued: DRAFT**

- 1.3 In the event of any natural or manmade force that may cause ground movement that could affect the support, protection, or general integrity of a pipeline, the specific areas of rights-of-way either known or suspected to be affected shall be patrolled during and after the event as soon as safety and practicality allow. Personnel dispatched for such patrols should consider High Consequence Areas in prioritizing the areas to be checked for ground movement. If any condition is discovered that may place the pipeline at risk of damage, it shall be reported to the local Supervisor. If a condition is discovered that presents an immediate and obvious threat of pipeline failure, notify the local Supervisor and the appropriate Buckeye Control Center to shut the pipeline down..

Events that could affect the ground supporting and covering the pipeline include, but are not limited to:

- Flooding
- Sinkholes
- Unusually heavy rains of short duration causing erosion
- Light rains of long duration causing saturated and unstable soil on steep slopes
- Sudden collapse of underground mining cavities
- Earthquakes
- Unplanned blasting or explosions
- Train derailment

2. Definitions

- 2.1 Encroachment – An encroachment is any unauthorized building, structure, object, material, tree, or activity on or across our pipeline rights-of-way that interferes with our rights, jeopardizes the integrity of our pipelines, or substantially impedes the safe and effective operation and maintenance of pipeline facilities and the identification of pipeline rights-of-way.

3. General

- 3.1 The rights-of-way should be kept free of debris, obstructions, and overgrowth. Only Buckeye can determine what buildings, structures, objects, materials, vegetation, or activities interfere with its rights.

D-02 – Pipeline Right of Way

Issued: DRAFT

- 3.2 Methods of inspection include air patrol, vehicle patrol, or traversing the pipeline route by walking, All-Terrain vehicle (ATV) or other mechanical method (e.g., boat, swamp buggy).
- 3.3 The Company should arrange for an employee to accompany the air patrol pilot annually to inspect the condition of each line section and to verify the pilots reporting procedures and pipeline location.
- 3.4 Residents along the pipeline rights-of-way should be encouraged to report any irregular or adverse conditions.
- 3.5 A clearly marked pipeline is essential to protecting against encroachments and third party damage.
- 3.6 Areas deemed physically hazardous by the local supervisor for employees to conduct the POA Program shall be identified and a description of those areas sent to the Public Education Program Administrator for documentation. These areas shall be exempt from the POA Program.

4. Procedure

4.1 Vegetation Management

- 4.1.1 Local Supervisors and Right of Way Agents shall determine which sections of the rights-of-way shall be included in the Vegetation Management Program.
- 4.1.2 The vegetation maintenance contractor shall notify property owners along the rights-of-way of the impending work. After contacts are made, the vegetation contractor shall start vegetation maintenance operations along the rights-of-way.
 - If approval to perform vegetation maintenance is not obtained, the contractor shall notify the Right of Way Agent and submit all information pertaining to those properties.
 - The Right of Way Agent shall contact the property owner to negotiate maintenance of the vegetation.
 - If approval is obtained while the contractor is in the area, the information shall be given to the contractor for further action.

D-02 – Pipeline Right of Way**Issued: DRAFT**

- If approval is not obtained, the Right of Way Agent shall consult with the Legal Department to determine the next steps.
 - After negotiations, all appropriate information shall be sent to the Manager, Rights of Way and Permits.
- 4.1.3 After the vegetation maintenance contractor has completed the contract, all property owner notification forms shall be sent to the Manager, Rights of Way and Permits.
- 4.1.4 Every year, Field Operations shall inspect one third of the rights-of-way that are in the vegetation management program by walking, riding an ATV, or using another applicable method (boat, swamp buggy).
- Check for signs of a pipeline release: discolored vegetation or soil, oil slicks, or rainbows on adjacent waterways.
 - Check for type of construction, excavation, or subsidence on, near, or across the rights-of-way.
 - Check for encroachments such as structures with or without subsurface foundations, swimming pools, etc. within ten (10) feet on either side of the pipeline. Any such encroachments shall be recorded on the tri-annual Line Inspection Report form (Form B - Line Inspection Report).
 - Check for fence posts, sign posts, utility poles, or guy anchors that are within three (3) feet on either side of the pipeline. Any such encroachments shall be recorded on the tri-annual Line Inspection Report form (Form B - Line Inspection Report).
 - Check for soil erosion caused by heavy rains or natural drainage along the rights-of-way.
 - Check creek crossings, river crossings, and adjacent fields for soil erosion (washout) which has reduced cover, exposed the pipeline, or washed away line markers.
 - Check for any unusual excavation or discolored vegetation, which indicate unauthorized activity by a third party.
 - Check road crossings for adequate drainage and proper cover over the pipeline.

Field Code Changed

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Issued: DRAFT

- Arrange for excavation and inspection of the pipeline if there is any indication that the pipeline may have been exposed or damaged.
- Refer to Maintenance Manual Section J-04 (Visual Pipe Inspection) for inspection procedures.
- Photograph each pipeline exposure, encroachment, unauthorized excavation, and/or irregular or substantially changed rights-of-way condition.
- Record the location, line section, and stake number on the back of the photograph. Attach the photograph to a Work Order (WO) for appropriate distribution and evaluation.
- Record any dumping of rubbish, concrete, or other materials which may cause excessive external loading on the pipeline, or which may decrease accessibility to the pipeline.
- Record the irregular condition of any valve stations, gravitometer sites, cathodic protection rectifiers, and other visible appurtenances.
- Check all line markers and signs for condition as well as proper placement and information. Replace, install, or modify the markers and/or signs as needed. Refer to paragraph 6 for placement and information on line markers and signs.

Field Code Changed

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4.1.5 All encroachments that are found shall be reported to the local Supervisor and reviewed with the Right of Way Agent as required.

- If the item is determined not to be an encroachment, the property owner information shall be sent to the Manager, Rights of Way and Permits.
- If the item is determined to be an encroachment, the Right of Way Agent shall contact the property owner to negotiate its removal.
- If the property owner's approval is obtained, the Right of Way Agent shall arrange for its removal/relocation.
- If the property owner's approval is not obtained, the Right of Way Agent shall consult with the Legal Department to determine the next steps.
- After negotiations, all appropriate information shall be sent to the Manager, Rights of Way and Permits.

4.2 Property Owner Awareness Program (POA)

D-02 – Pipeline Right of Way**Issued: DRAFT**

- 4.2.1 Each year local Supervisors shall review their area of responsibility for HCAs in the Company GIS to determine which sections are to be included in the POA Program.
- 4.2.2 Every year, Field Operations shall walk the rights-of-way in the POA program.
- 4.2.3 Field Operations shall attempt to contact each resident located in the POA area. Each resident shall be given the Public Education Program brochure that explains Buckeye's concerns. If the resident is not home, it shall be left on the doorknob.
- 4.2.4 Every item that is checked during the tri-annual Line Inspection (Form B - Line Inspection Report) should be checked while conducting the POA Program. Refer to paragraphs 4.1.4.
- 4.2.5 All encroachments that are found shall be reported to the local Supervisor and reviewed with the Right of Way Agent as required. Refer to 4.1.5.
- 4.2.6 Each Field Operations responsibility shall document the completion of the POA Program by closing the POA PM each year. It is the responsibility of the local Supervisor to verify that the POA Program is conducted each year.

Field Code Changed

5. Encroachments

- 5.1 Whenever an employee encounters a construction site or the aerial patrol reports work on the rights-of-way for which there does not appear to have been any prior notice or review of the proposed activities, prompt and decisive action may be necessary to protect our rights-of-way and, more importantly, the pipeline from being damaged. The employee should immediately contact the local Supervisor and report the situation.

6. Line Markers

- 6.1 Line markers shall accurately identify the rights-of-way. Line markers shall also be installed at each side of road crossing, waterway crossing, and railroad crossing, and at all locations where the mainline pipe is aboveground and accessible to the public.
Pipeline markers shall be installed on both ends of a pipe span.

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- 6.2 Line markers may be metal or plastic posts with a warning sign bearing the Company's name and emergency phone number secured to the post (see Exhibit A - Line Marker and Navigable Waterway Signs).

Field Code Changed

- 6.3 Yellow fiberglass "Carsonite" or similar markers with a warning sign bearing the Company's name and emergency phone number may also be used as line markers.

- 6.4 Flush-mounted signs or concrete monuments with a warning sign bearing the Company's name and emergency phone number may also be used in appropriate areas to identify the pipeline.

- 6.5 Exhibit A - Line Marker and Navigable Waterway Signs includes an illustration, which should be used to identify the pipeline crossing at navigable waterways where anchoring of large vessels or channel dredging may damage the pipeline.

Field Code Changed

- 6.6 Replace damaged line markers as needed. Line markers should be located directly above the pipelines or as close as possible.

- 6.7 The uniform Company road-marking symbol is a yellow arrow (pointing in the direction of the flow) as prescribed in Exhibit B - Road Marking Symbol. Where practical, road markers should be applied to assist air patrol personnel in locating the pipeline in areas where the rights of way are not immediately obvious or when there is a change in the direction of the pipe.

Field Code Changed

7. Reporting

- 7.1 Any irregular activities or conditions shall be immediately reported to the local Supervisor and followed up with a Work Order (WO).
- 7.2 The air patrol pilot shall immediately report any construction, excavation, or irregular activities to the nearest Field Operations location.
- 7.3 The air patrol pilot shall complete a Pipeline Aerial Report for each line section patrolled and forward it to the main and local Offices.
- 7.4 Required repairs or maintenance, which cannot be performed immediately, shall be scheduled for correction by completing a Work Order (WO).

D-02 – Pipeline Right of Way

Issued: DRAFT

- 7.5 The District Manager shall be informed in writing that the tri-annual Line Inspection has been completed (Form B - Line Inspection Report). Exhibit A - Line Marker and Navigable Waterway Signs or Exhibit B - Road Marking Symbol, as well as Exhibit C - Macungie Auburn Map and Exhibit D - Annual Right-of-Way Inspection Comments, may be used to facilitate reporting. Contact the local Supervisor to determine which forms are to be used.
- 7.6 The District Manager shall be informed in writing that a special inspection due to a natural disaster has been completed.
- 7.7 Mark an aerial map (or equivalent) indicating which line sections have been walked, the date of the inspection, and the initials of the employee(s) who conducted the inspection. Attach a sheet of notepaper or the tri-annual Line Inspection Report (Form B – Line Inspection Report) and/or WOs to a copy of the map for comments and photographs. Refer to Exhibit C - Macungie Auburn Map and Exhibit D - Annual Right-of-Way Inspection Comments for examples of marked maps and photographs.
- 7.8 Document the location of each line marker on Form C – Location of Line Markers. Post the completed Form C for each line section on the Field Operations SharePoint site under Line Markers. Each time the Right-of-Way is inspected, the existing Form C for that section shall be updated or a new Form C created if it is a first-time inspection.

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Reference: CFR 49, Sections 192.613, 192.614, 192.705, 192.707, 195.410, 195.412, 195.434, and 195.442

Forms and Exhibits

Form A

Annual Right-of-Way Inspection Comments (MA D-02 Form A)

Field Code Changed

Form B

Line Inspection Report (MA D-02 Form B)

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Form C

Location of Line Markers (MA D-02 Form C)

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MAINTENANCE MANUAL

BUCKEYE PIPE LINE COMPANY

D-02 – Pipeline Right of Way

Issued: DRAFT

Exhibit A

Line Marker and Navigable Waterway Signs (MA D-02 Ex A)

Field Code Changed

Exhibit B

Road Marking Symbol (MA D-02 Ex B)

Field Code Changed

Exhibit C

Macungie Auburn Map (MA D-02 Ex C)

Field Code Changed

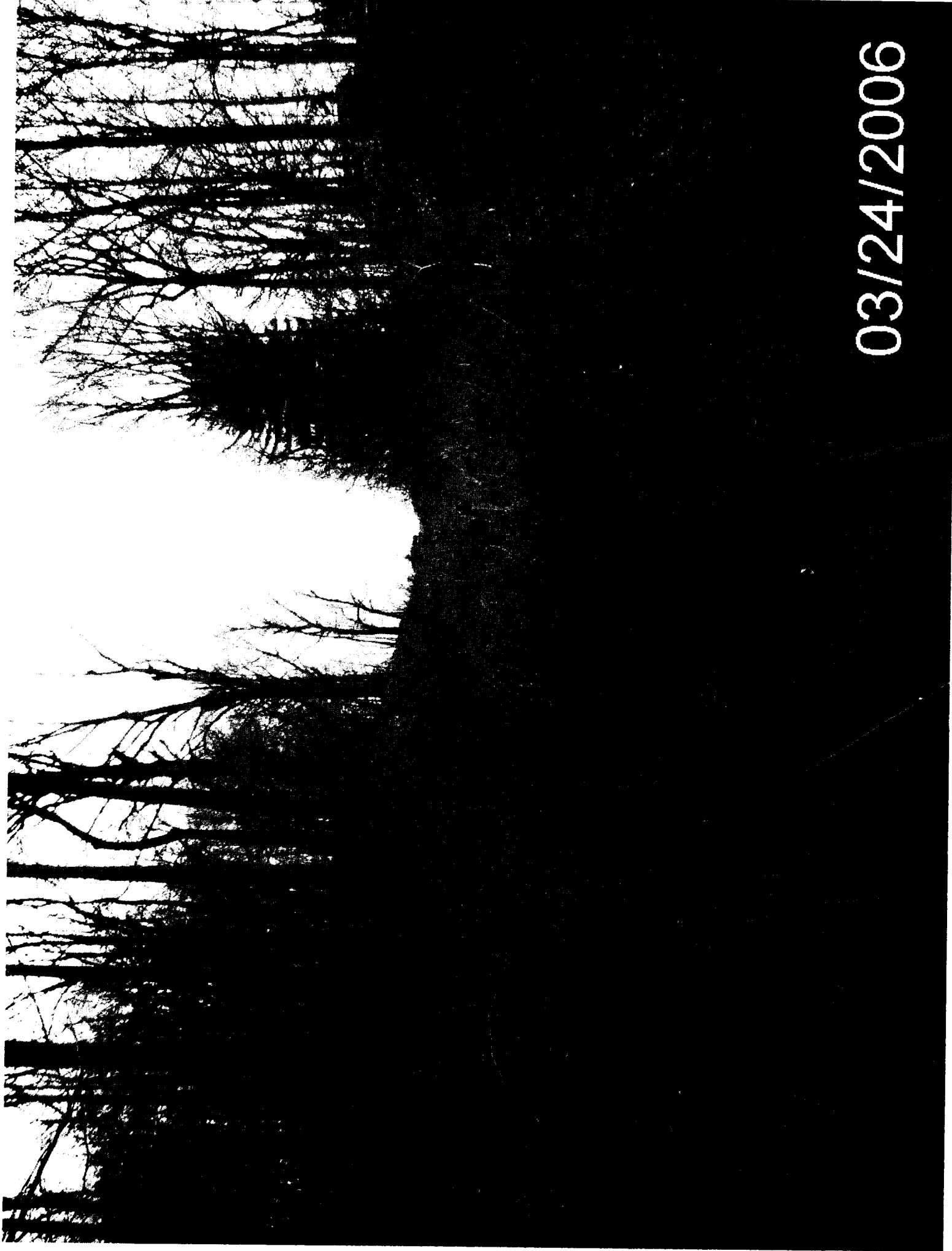
Exhibit D

Annual Right-of-Way Inspection Comments (MA D-02 Ex D)

Field Code Changed

03/24/2006





03/24/2006

Equipment Tag Number	Equipment Description	Assigned WO	Work Order Description	Complete Date
WD202DB	DETROIT TO DEARBORN - 8"	13633	RIGHT-OF-WAY PATROL - MA	01/06/03
WD202DB	DETROIT TO DEARBORN - 8"	14501	RIGHT-OF-WAY PATROL - MA	01/15/03
WD202DB	DETROIT TO DEARBORN - 8"	15429	RIGHT-OF-WAY PATROL - MA	01/23/03
WD202DB	DETROIT TO DEARBORN - 8"	16150	RIGHT-OF-WAY PATROL - MA	01/29/03
WD202DB	DETROIT TO DEARBORN - 8"	17374	RIGHT-OF-WAY PATROL - MA	02/03/03
WD202DB	DETROIT TO DEARBORN - 8"	18620	RIGHT-OF-WAY PATROL - MA	02/13/03
WD202DB	DETROIT TO DEARBORN - 8"	19024	RIGHT-OF-WAY PATROL - MA	02/19/03
WD202DB	DETROIT TO DEARBORN - 8"	19638	RIGHT-OF-WAY PATROL - MA	02/26/03
WD202DB	DETROIT TO DEARBORN - 8"	22157	RIGHT-OF-WAY PATROL - MA	03/07/03
WD202DB	DETROIT TO DEARBORN - 8"	22575	RIGHT-OF-WAY PATROL - MA	03/12/03
WD202DB	DETROIT TO DEARBORN - 8"	22575	RIGHT-OF-WAY PATROL - MA	03/12/03
WD202DB	DETROIT TO DEARBORN - 8"	23975	RIGHT-OF-WAY PATROL - MA	03/28/03
WD202DB	DETROIT TO DEARBORN - 8"	25052	RIGHT-OF-WAY PATROL - MA	03/31/03
WD202DB	DETROIT TO DEARBORN - 8"	28710	RIGHT-OF-WAY PATROL - MA	04/09/03
WD202DB	DETROIT TO DEARBORN - 8"	29655	RIGHT-OF-WAY PATROL - MA	04/14/03
WD202DB	DETROIT TO DEARBORN - 8"	30326	RIGHT-OF-WAY PATROL - MA	04/25/03
WD202DB	DETROIT TO DEARBORN - 8"	31266	RIGHT-OF-WAY PATROL - MA	04/28/03
WD202DB	DETROIT TO DEARBORN - 8"	33480	RIGHT-OF-WAY PATROL - MA	05/06/03
WD202DB	DETROIT TO DEARBORN - 8"	34236	RIGHT-OF-WAY PATROL - MA	05/13/03
WD202DB	DETROIT TO DEARBORN - 8"	34998	RIGHT-OF-WAY PATROL - MA	05/21/03
WD202DB	DETROIT TO DEARBORN - 8"	35741	RIGHT-OF-WAY PATROL - MA	05/30/03
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WD202DB	DETROIT TO DEARBORN - 8"	38876	RIGHT-OF-WAY PATROL - MA	06/18/03
WD202DB	DETROIT TO DEARBORN - 8"	39627	RIGHT-OF-WAY PATROL - MA	06/25/03
WD202DB	DETROIT TO DEARBORN - 8"	40588	RIGHT-OF-WAY PATROL - MA	06/30/03
WD202DB	DETROIT TO DEARBORN - 8"	42705	RIGHT-OF-WAY PATROL - MA	07/07/03
WD202DB	DETROIT TO DEARBORN - 8"	43359	RIGHT-OF-WAY PATROL - MA	07/15/03
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WD202DB	DETROIT TO DEARBORN - 8"	46521	RIGHT-OF-WAY PATROL - MA	08/07/03
WD202DB	DETROIT TO DEARBORN - 8"	47291	RIGHT-OF-WAY PATROL - MA	08/15/03
WD202DB	DETROIT TO DEARBORN - 8"	48096	RIGHT-OF-WAY PATROL - MA	08/19/03
WD202DB	DETROIT TO DEARBORN - 8"	48931	RIGHT-OF-WAY PATROL - MA	08/29/03
WD202DB	DETROIT TO DEARBORN - 8"	50502	RIGHT-OF-WAY PATROL - MA	09/03/03
WD202DB	DETROIT TO DEARBORN - 8"	52447	RIGHT-OF-WAY PATROL - MA	09/08/03
WD202DB	DETROIT TO DEARBORN - 8"	53169	RIGHT-OF-WAY PATROL - MA	09/15/03
WD202DB	DETROIT TO DEARBORN - 8"	53987	RIGHT-OF-WAY PATROL - MA	09/22/03
WD202DB	DETROIT TO DEARBORN - 8"	55025	RIGHT-OF-WAY PATROL - MA	10/01/03
WD202DB	DETROIT TO DEARBORN - 8"	57806	RIGHT-OF-WAY PATROL - MA	10/07/03
WD202DB	DETROIT TO DEARBORN - 8"	58480	RIGHT-OF-WAY PATROL - MA	10/14/03
WD202DB	DETROIT TO DEARBORN - 8"	59136	RIGHT-OF-WAY PATROL - MA	10/20/03
WD202DB	DETROIT TO DEARBORN - 8"	59908	RIGHT-OF-WAY PATROL - MA	10/28/03
WD202DB	DETROIT TO DEARBORN - 8"	61739	RIGHT-OF-WAY PATROL - MA	11/04/03
WD202DB	DETROIT TO DEARBORN - 8"	62421	RIGHT-OF-WAY PATROL - MA	11/13/03
WD202DB	DETROIT TO DEARBORN - 8"	63169	RIGHT-OF-WAY PATROL - MA	11/18/03
WD202DB	DETROIT TO DEARBORN - 8"	63830	RIGHT-OF-WAY PATROL - MA	11/26/03
WD202DB	DETROIT TO DEARBORN - 8"	64528	RIGHT-OF-WAY PATROL - MA	12/02/03
WD202DB	DETROIT TO DEARBORN - 8"	65505	RIGHT-OF-WAY PATROL - MA	12/08/03
WD202DB	DETROIT TO DEARBORN - 8"	66181	RIGHT-OF-WAY PATROL - MA	12/15/03
WD202DB	DETROIT TO DEARBORN - 8"	66718	RIGHT-OF-WAY PATROL - MA	12/22/03
WD202DB	DETROIT TO DEARBORN - 8"	67095	RIGHT-OF-WAY PATROL - MA	12/30/03
WD202DB	DETROIT TO DEARBORN - 8"	69157	RIGHT-OF-WAY PATROL - MA	01/06/04
WD202DB	DETROIT TO DEARBORN - 8"	69839	RIGHT-OF-WAY PATROL - MA	01/13/04
WD202DB	DETROIT TO DEARBORN - 8"	70647	RIGHT-OF-WAY PATROL - MA	01/19/04
WD202DB	DETROIT TO DEARBORN - 8"	71367	RIGHT-OF-WAY PATROL - MA	01/26/04
WD202DB	DETROIT TO DEARBORN - 8"	72507	RIGHT-OF-WAY PATROL - MA	02/02/04
WD202DB	DETROIT TO DEARBORN - 8"	73099	RIGHT-OF-WAY PATROL - MA	02/09/04
WD202DB	DETROIT TO DEARBORN - 8"	73774	RIGHT-OF-WAY PATROL - MA	02/17/04
WD202DB	DETROIT TO DEARBORN - 8"	74454	RIGHT-OF-WAY PATROL - MA	02/24/04

Equipment Tag Number	Equipment Description	Assigned WO	Work Order Description	Complete Date
WD202DB	DETROIT TO DEARBORN - 8"	75852	RIGHT-OF-WAY PATROL - MA	03/02/04
WD202DB	DETROIT TO DEARBORN - 8"	77722	RIGHT-OF-WAY PATROL - MA	03/09/04
WD202DB	DETROIT TO DEARBORN - 8"	78449	RIGHT-OF-WAY PATROL - MA	03/15/04
WD202DB	DETROIT TO DEARBORN - 8"	79150	RIGHT-OF-WAY PATROL - MA	03/23/04
WD202DB	DETROIT TO DEARBORN - 8"	79918	RIGHT-OF-WAY PATROL - MA	03/29/04
Work Order Comments: PATROL COMPLETED 3-29-04				
WD202DB	DETROIT TO DEARBORN - 8"	83758	RIGHT-OF-WAY PATROL - MA	04/06/04
WD202DB	DETROIT TO DEARBORN - 8"	84462	RIGHT-OF-WAY PATROL - MA	04/16/04
WD202DB	DETROIT TO DEARBORN - 8"	85446	RIGHT-OF-WAY PATROL - MA	04/21/04
WD202DB	DETROIT TO DEARBORN - 8"	86296	RIGHT-OF-WAY PATROL - MA	04/28/04
WD202DB	DETROIT TO DEARBORN - 8"	88099	RIGHT-OF-WAY PATROL - MA	05/03/04
WD202DB	DETROIT TO DEARBORN - 8"	89362	RIGHT-OF-WAY PATROL - MA	05/11/04
WD202DB	DETROIT TO DEARBORN - 8"	90244	RIGHT-OF-WAY PATROL - MA	05/18/04
WD202DB	DETROIT TO DEARBORN - 8"	91072	RIGHT-OF-WAY PATROL - MA	05/25/04
WD202DB	DETROIT TO DEARBORN - 8"	91904	RIGHT-OF-WAY PATROL - MA	06/02/04
WD202DB	DETROIT TO DEARBORN - 8"	93803	RIGHT-OF-WAY PATROL - MA	06/07/04
WD202DB	DETROIT TO DEARBORN - 8"	94633	RIGHT-OF-WAY PATROL - MA	06/14/04
WD202DB	DETROIT TO DEARBORN - 8"	95501	RIGHT-OF-WAY PATROL - MA	06/24/04
WD202DB	DETROIT TO DEARBORN - 8"	96367	RIGHT-OF-WAY PATROL - MA	06/29/04
WD202DB	DETROIT TO DEARBORN - 8"	98940	RIGHT-OF-WAY PATROL - MA	07/07/04
WD202DB	DETROIT TO DEARBORN - 8"	99691	RIGHT-OF-WAY PATROL - MA	07/13/04
WD202DB	DETROIT TO DEARBORN - 8"	100527	RIGHT-OF-WAY PATROL - MA	07/23/04
WD202DB	DETROIT TO DEARBORN - 8"	101309	RIGHT-OF-WAY PATROL - MA	07/29/04
WD202DB	DETROIT TO DEARBORN - 8"	103824	RIGHT-OF-WAY PATROL - MA	08/02/04
WD202DB	DETROIT TO DEARBORN - 8"	104809	RIGHT-OF-WAY PATROL - MA	08/10/04
WD202DB	DETROIT TO DEARBORN - 8"	105782	RIGHT-OF-WAY PATROL - MA	08/17/04
WD202DB	DETROIT TO DEARBORN - 8"	106549	RIGHT-OF-WAY PATROL - MA	08/23/04
WD202DB	DETROIT TO DEARBORN - 8"	107430	RIGHT-OF-WAY PATROL - MA	09/01/04
WD202DB	DETROIT TO DEARBORN - 8"	110560	RIGHT-OF-WAY PATROL - MA	09/08/04
WD202DB	DETROIT TO DEARBORN - 8"	111206	RIGHT-OF-WAY PATROL - MA	09/17/04
WD202DB	DETROIT TO DEARBORN - 8"	112089	RIGHT-OF-WAY PATROL - MA	09/22/04
WD202DB	DETROIT TO DEARBORN - 8"	112950	RIGHT-OF-WAY PATROL - MA	09/28/04
WD202DB	DETROIT TO DEARBORN - 8"	115997	RIGHT-OF-WAY PATROL - MA	10/13/04
WD202DB	DETROIT TO DEARBORN - 8"	115997	RIGHT-OF-WAY PATROL - MA	10/13/04
WD202DB	DETROIT TO DEARBORN - 8"	118241	RIGHT-OF-WAY PATROL - MA	10/18/04
WD202DB	DETROIT TO DEARBORN - 8"	119225	RIGHT-OF-WAY PATROL - MA	10/29/04
WD202DB	DETROIT TO DEARBORN - 8"	120681	RIGHT-OF-WAY PATROL - MA	11/05/04
WD202DB	DETROIT TO DEARBORN - 8"	122408	RIGHT-OF-WAY PATROL - MA	11/09/04
WD202DB	DETROIT TO DEARBORN - 8"	123401	RIGHT-OF-WAY PATROL - MA	11/15/04
WD202DB	DETROIT TO DEARBORN - 8"	124310	RIGHT-OF-WAY PATROL - MA	11/24/04
WD202DB	DETROIT TO DEARBORN - 8"	124930	RIGHT-OF-WAY PATROL - MA	11/29/04
WD202DB	DETROIT TO DEARBORN - 8"	126364	RIGHT-OF-WAY PATROL - MA	12/06/04
WD202DB	DETROIT TO DEARBORN - 8"	127469	RIGHT-OF-WAY PATROL - MA	12/16/04
WD202DB	DETROIT TO DEARBORN - 8"	128324	RIGHT-OF-WAY PATROL - MA	12/21/04
WD202DB	DETROIT TO DEARBORN - 8"	128976	RIGHT-OF-WAY PATROL - MA	12/29/04
WD202DB	DETROIT TO DEARBORN - 8"	131075	RIGHT-OF-WAY PATROL - MA	01/04/05
WD202DB	DETROIT TO DEARBORN - 8"	131940	RIGHT-OF-WAY PATROL - MA	01/10/05
WD202DB	DETROIT TO DEARBORN - 8"	132820	RIGHT-OF-WAY PATROL - MA	01/18/05
WD202DB	DETROIT TO DEARBORN - 8"	133575	RIGHT-OF-WAY PATROL - MA	01/27/05
WD202DB	DETROIT TO DEARBORN - 8"	134445	RIGHT-OF-WAY PATROL - MA	02/04/05
WD202DB	DETROIT TO DEARBORN - 8"	135973	RIGHT-OF-WAY PATROL - MA	02/07/05
WD202DB	DETROIT TO DEARBORN - 8"	136831	RIGHT-OF-WAY PATROL - MA	02/14/05
WD202DB	DETROIT TO DEARBORN - 8"	137744	RIGHT-OF-WAY PATROL - MA	02/22/05
WD202DB	DETROIT TO DEARBORN - 8"	138555	RIGHT-OF-WAY PATROL - MA	03/04/05
WD202DB	DETROIT TO DEARBORN - 8"	142532	RIGHT-OF-WAY PATROL - MA	03/10/05
WD202DB	DETROIT TO DEARBORN - 8"	144622	RIGHT-OF-WAY PATROL - MA	03/14/05
WD202DB	DETROIT TO DEARBORN - 8"	145626	RIGHT-OF-WAY PATROL - MA	03/23/05
WD202DB	DETROIT TO DEARBORN - 8"	146805	RIGHT-OF-WAY PATROL - MA	04/01/05
WD202DB	DETROIT TO DEARBORN - 8"	151651	RIGHT-OF-WAY PATROL - MA	04/05/05
WD202DB	DETROIT TO DEARBORN - 8"	152763	RIGHT-OF-WAY PATROL - MA	04/11/05

Equipment Tag Number	Equipment Description	Assigned WO	Work Order Description	Complete Date
WD202DB	DETROIT TO DEARBORN - 8"	153997	RIGHT-OF-WAY PATROL - MA	04/20/05
WD202DB	DETROIT TO DEARBORN - 8"	155291	RIGHT-OF-WAY PATROL - MA	04/25/05
WD202DB	DETROIT TO DEARBORN - 8"	157718	RIGHT-OF-WAY PATROL - MA	05/04/05
WD202DB	DETROIT TO DEARBORN - 8"	159911	RIGHT-OF-WAY PATROL - MA	05/13/05
WD202DB	DETROIT TO DEARBORN - 8"	161093	RIGHT-OF-WAY PATROL - MA	05/16/05
WD202DB	DETROIT TO DEARBORN - 8"	162141	RIGHT-OF-WAY PATROL - MA	05/24/05
WD202DB	DETROIT TO DEARBORN - 8"	163280	RIGHT-OF-WAY PATROL - MA	06/01/05
WD202DB	DETROIT TO DEARBORN - 8"	166207	RIGHT-OF-WAY PATROL - MA	06/06/05
WD202DB	DETROIT TO DEARBORN - 8"	167404	RIGHT-OF-WAY PATROL - MA	06/13/05
WD202DB	DETROIT TO DEARBORN - 8"	168620	RIGHT-OF-WAY PATROL - MA	06/22/05
WD202DB	DETROIT TO DEARBORN - 8"	169871	RIGHT-OF-WAY PATROL - MA	06/28/05
WD202DB	DETROIT TO DEARBORN - 8"	172596	RIGHT-OF-WAY PATROL - MA	07/07/05
WD202DB	DETROIT TO DEARBORN - 8"	174357	RIGHT-OF-WAY PATROL - MA	07/12/05
WD202DB	DETROIT TO DEARBORN - 8"	175513	RIGHT-OF-WAY PATROL - MA	07/18/05
WD202DB	DETROIT TO DEARBORN - 8"	176648	RIGHT-OF-WAY PATROL - MA	07/27/05
WD202DB	DETROIT TO DEARBORN - 8"	178413	RIGHT-OF-WAY PATROL - MA	08/01/05
WD202DB	DETROIT TO DEARBORN - 8"	180080	RIGHT-OF-WAY PATROL - MA	08/09/05
WD202DB	DETROIT TO DEARBORN - 8"	181260	RIGHT-OF-WAY PATROL - MA	08/15/05
WD202DB	DETROIT TO DEARBORN - 8"	182404	RIGHT-OF-WAY PATROL - MA	08/29/05
WD202DB	DETROIT TO DEARBORN - 8"	182404	RIGHT-OF-WAY PATROL - MA	08/29/05
WD202DB	DETROIT TO DEARBORN - 8"	187456	RIGHT-OF-WAY PATROL - MA	09/06/05
WD202DB	DETROIT TO DEARBORN - 8"	188502	RIGHT-OF-WAY PATROL - MA	09/13/05
WD202DB	DETROIT TO DEARBORN - 8"	189718	RIGHT-OF-WAY PATROL - MA	09/22/05
WD202DB	DETROIT TO DEARBORN - 8"	190931	RIGHT-OF-WAY PATROL - MA	09/27/05
WD202DB	DETROIT TO DEARBORN - 8"	195343	RIGHT-OF-WAY PATROL - MA	10/05/05
WD202DB	DETROIT TO DEARBORN - 8"	196515	RIGHT-OF-WAY PATROL - MA	10/12/05
WD202DB	DETROIT TO DEARBORN - 8"	198281	RIGHT-OF-WAY PATROL - MA	10/19/05
WD202DB	DETROIT TO DEARBORN - 8"	199552	RIGHT-OF-WAY PATROL - MA	11/03/05
WD202DB	DETROIT TO DEARBORN - 8"	199552	RIGHT-OF-WAY PATROL - MA	11/03/05
WD202DB	DETROIT TO DEARBORN - 8"	203636	RIGHT-OF-WAY PATROL - MA	11/08/05
WD202DB	DETROIT TO DEARBORN - 8"	203636	RIGHT-OF-WAY PATROL - MA	11/08/05
WD202DB	DETROIT TO DEARBORN - 8"	205974	RIGHT-OF-WAY PATROL - MA	11/21/05
WD202DB	DETROIT TO DEARBORN - 8"	206773	RIGHT-OF-WAY PATROL - MA	12/02/05
WD202DB	DETROIT TO DEARBORN - 8"	206773	RIGHT-OF-WAY PATROL - MA	12/02/05
WD202DB	DETROIT TO DEARBORN - 8"	209461	RIGHT-OF-WAY PATROL - MA	12/13/05
WD202DB	DETROIT TO DEARBORN - 8"	210314	RIGHT-OF-WAY PATROL - MA	12/19/05
WD202DB	DETROIT TO DEARBORN - 8"	211126	RIGHT-OF-WAY PATROL - MA	12/27/05

Equipment Tag Number	Equipment Description	Assigned WO	Work Order Description	Complete Date
WJ205WW	JOAN RD TO WAYNE - 8"	13634	RIGHT-OF-WAY PATROL - MA	01/07/03
WJ205WW	JOAN RD TO WAYNE - 8"	14683	RIGHT-OF-WAY PATROL - MA	01/15/03
WJ205WW	JOAN RD TO WAYNE - 8"	15430	RIGHT-OF-WAY PATROL - MA	01/23/03
WJ205WW	JOAN RD TO WAYNE - 8"	16151	RIGHT-OF-WAY PATROL - MA	01/29/03
WJ205WW	JOAN RD TO WAYNE - 8"	17373	RIGHT-OF-WAY PATROL - MA	02/03/03
WJ205WW	JOAN RD TO WAYNE - 8"	18619	RIGHT-OF-WAY PATROL - MA	02/13/03
WJ205WW	JOAN RD TO WAYNE - 8"	19023	RIGHT-OF-WAY PATROL - MA	02/19/03
WJ205WW	JOAN RD TO WAYNE - 8"	19637	RIGHT-OF-WAY PATROL - MA	02/26/03
WJ205WW	JOAN RD TO WAYNE - 8"	22156	RIGHT-OF-WAY PATROL - MA	03/07/03
WJ205WW	JOAN RD TO WAYNE - 8"	22571	RIGHT-OF-WAY PATROL - MA	03/12/03
WJ205WW	JOAN RD TO WAYNE - 8"	22571	RIGHT-OF-WAY PATROL - MA	03/12/03
WJ205WW	JOAN RD TO WAYNE - 8"	23971	RIGHT-OF-WAY PATROL - MA	03/28/03
WJ205WW	JOAN RD TO WAYNE - 8"	25053	RIGHT-OF-WAY PATROL - MA	03/31/03
WJ205WW	JOAN RD TO WAYNE - 8"	28711	RIGHT-OF-WAY PATROL - MA	04/09/03
WJ205WW	JOAN RD TO WAYNE - 8"	29656	RIGHT-OF-WAY PATROL - MA	04/14/03
WJ205WW	JOAN RD TO WAYNE - 8"	30327	RIGHT-OF-WAY PATROL - MA	04/25/03
WJ205WW	JOAN RD TO WAYNE - 8"	31267	RIGHT-OF-WAY PATROL - MA	04/28/03
WJ205WW	JOAN RD TO WAYNE - 8"	33481	RIGHT-OF-WAY PATROL - MA	05/06/03
WJ205WW	JOAN RD TO WAYNE - 8"	34237	RIGHT-OF-WAY PATROL - MA	05/13/03
WJ205WW	JOAN RD TO WAYNE - 8"	34999	RIGHT-OF-WAY PATROL - MA	05/21/03
WJ205WW	JOAN RD TO WAYNE - 8"	35742	RIGHT-OF-WAY PATROL - MA	05/30/03
WJ205WW	JOAN RD TO WAYNE - 8"	37407	RIGHT-OF-WAY PATROL - MA	06/02/03
WJ205WW	JOAN RD TO WAYNE - 8"	38199	RIGHT-OF-WAY PATROL - MA	06/09/03
WJ205WW	JOAN RD TO WAYNE - 8"	38877	RIGHT-OF-WAY PATROL - MA	06/18/03
WJ205WW	JOAN RD TO WAYNE - 8"	39628	RIGHT-OF-WAY PATROL - MA	06/25/03
WJ205WW	JOAN RD TO WAYNE - 8"	40589	RIGHT-OF-WAY PATROL - MA	06/30/03
WJ205WW	JOAN RD TO WAYNE - 8"	42706	RIGHT-OF-WAY PATROL - MA	07/07/03
WJ205WW	JOAN RD TO WAYNE - 8"	43360	RIGHT-OF-WAY PATROL - MA	07/15/03
WJ205WW	JOAN RD TO WAYNE - 8"	44203	RIGHT-OF-WAY PATROL - MA	07/25/03
WJ205WW	JOAN RD TO WAYNE - 8"	44203	RIGHT-OF-WAY PATROL - MA	07/25/03
WJ205WW	JOAN RD TO WAYNE - 8"	46522	RIGHT-OF-WAY PATROL - MA	08/07/03
WJ205WW	JOAN RD TO WAYNE - 8"	47292	RIGHT-OF-WAY PATROL - MA	08/15/03
WJ205WW	JOAN RD TO WAYNE - 8"	48097	RIGHT-OF-WAY PATROL - MA	08/19/03
WJ205WW	JOAN RD TO WAYNE - 8"	48932	RIGHT-OF-WAY PATROL - MA	08/29/03
WJ205WW	JOAN RD TO WAYNE - 8"	50503	RIGHT-OF-WAY PATROL - MA	09/03/03
WJ205WW	JOAN RD TO WAYNE - 8"	52448	RIGHT-OF-WAY PATROL - MA	09/08/03
WJ205WW	JOAN RD TO WAYNE - 8"	53170	RIGHT-OF-WAY PATROL - MA	09/15/03
WJ205WW	JOAN RD TO WAYNE - 8"	53988	RIGHT-OF-WAY PATROL - MA	09/22/03
WJ205WW	JOAN RD TO WAYNE - 8"	55026	RIGHT-OF-WAY PATROL - MA	10/01/03
WJ205WW	JOAN RD TO WAYNE - 8"	57807	RIGHT-OF-WAY PATROL - MA	10/07/03
WJ205WW	JOAN RD TO WAYNE - 8"	58481	RIGHT-OF-WAY PATROL - MA	10/14/03
WJ205WW	JOAN RD TO WAYNE - 8"	59137	RIGHT-OF-WAY PATROL - MA	10/20/03
WJ205WW	JOAN RD TO WAYNE - 8"	59909	RIGHT-OF-WAY PATROL - MA	10/28/03
WJ205WW	JOAN RD TO WAYNE - 8"	61740	RIGHT-OF-WAY PATROL - MA	11/04/03
WJ205WW	JOAN RD TO WAYNE - 8"	62422	RIGHT-OF-WAY PATROL - MA	11/13/03
WJ205WW	JOAN RD TO WAYNE - 8"	63170	RIGHT-OF-WAY PATROL - MA	11/18/03
WJ205WW	JOAN RD TO WAYNE - 8"	63831	RIGHT-OF-WAY PATROL - MA	11/26/03
WJ205WW	JOAN RD TO WAYNE - 8"	64529	RIGHT-OF-WAY PATROL - MA	12/02/03
WJ205WW	JOAN RD TO WAYNE - 8"	65506	RIGHT-OF-WAY PATROL - MA	12/08/03
WJ205WW	JOAN RD TO WAYNE - 8"	66182	RIGHT-OF-WAY PATROL - MA	12/15/03
WJ205WW	JOAN RD TO WAYNE - 8"	66719	RIGHT-OF-WAY PATROL - MA	12/22/03
WJ205WW	JOAN RD TO WAYNE - 8"	67096	RIGHT-OF-WAY PATROL - MA	12/30/03
WJ205WW	JOAN RD TO WAYNE - 8"	69158	RIGHT-OF-WAY PATROL - MA	01/06/04
WJ205WW	JOAN RD TO WAYNE - 8"	69840	RIGHT-OF-WAY PATROL - MA	01/13/04
WJ205WW	JOAN RD TO WAYNE - 8"	70648	RIGHT-OF-WAY PATROL - MA	01/19/04
WJ205WW	JOAN RD TO WAYNE - 8"	71368	RIGHT-OF-WAY PATROL - MA	01/26/04
WJ205WW	JOAN RD TO WAYNE - 8"	72508	RIGHT-OF-WAY PATROL - MA	02/02/04
WJ205WW	JOAN RD TO WAYNE - 8"	73100	RIGHT-OF-WAY PATROL - MA	02/09/04
WJ205WW	JOAN RD TO WAYNE - 8"	73775	RIGHT-OF-WAY PATROL - MA	02/17/04
WJ205WW	JOAN RD TO WAYNE - 8"	74455	RIGHT-OF-WAY PATROL - MA	02/24/04

Equipment Tag Number	Equipment Description	Assigned WO	Work Order Description	Complete Date
WJ205WW	JOAN RD TO WAYNE - 8"	75853	RIGHT-OF-WAY PATROL - MA	03/02/04
WJ205WW	JOAN RD TO WAYNE - 8"	77723	RIGHT-OF-WAY PATROL - MA	03/09/04
WJ205WW	JOAN RD TO WAYNE - 8"	78450	RIGHT-OF-WAY PATROL - MA	03/15/04
WJ205WW	JOAN RD TO WAYNE - 8"	79151	RIGHT-OF-WAY PATROL - MA	03/23/04
WJ205WW	JOAN RD TO WAYNE - 8"	79919	RIGHT-OF-WAY PATROL - MA	03/29/04
Work Order Comments: LINE PATROL COMPLETED 3-29-04				
WJ205WW	JOAN RD TO WAYNE - 8"	83759	RIGHT-OF-WAY PATROL - MA	04/06/04
WJ205WW	JOAN RD TO WAYNE - 8"	84463	RIGHT-OF-WAY PATROL - MA	04/16/04
WJ205WW	JOAN RD TO WAYNE - 8"	85447	RIGHT-OF-WAY PATROL - MA	04/21/04
WJ205WW	JOAN RD TO WAYNE - 8"	86297	RIGHT-OF-WAY PATROL - MA	04/28/04
WJ205WW	JOAN RD TO WAYNE - 8"	88100	RIGHT-OF-WAY PATROL - MA	05/03/04
WJ205WW	JOAN RD TO WAYNE - 8"	89363	RIGHT-OF-WAY PATROL - MA	05/11/04
WJ205WW	JOAN RD TO WAYNE - 8"	90245	RIGHT-OF-WAY PATROL - MA	05/18/04
WJ205WW	JOAN RD TO WAYNE - 8"	91073	RIGHT-OF-WAY PATROL - MA	05/25/04
WJ205WW	JOAN RD TO WAYNE - 8"	91905	RIGHT-OF-WAY PATROL - MA	06/02/04
WJ205WW	JOAN RD TO WAYNE - 8"	93804	RIGHT-OF-WAY PATROL - MA	06/07/04
WJ205WW	JOAN RD TO WAYNE - 8"	94634	RIGHT-OF-WAY PATROL - MA	06/14/04
WJ205WW	JOAN RD TO WAYNE - 8"	95502	RIGHT-OF-WAY PATROL - MA	06/22/04
WJ205WW	JOAN RD TO WAYNE - 8"	96368	RIGHT-OF-WAY PATROL - MA	06/29/04
WJ205WW	JOAN RD TO WAYNE - 8"	98941	RIGHT-OF-WAY PATROL - MA	07/07/04
WJ205WW	JOAN RD TO WAYNE - 8"	99692	RIGHT-OF-WAY PATROL - MA	07/13/04
WJ205WW	JOAN RD TO WAYNE - 8"	100528	RIGHT-OF-WAY PATROL - MA	07/23/04
WJ205WW	JOAN RD TO WAYNE - 8"	101310	RIGHT-OF-WAY PATROL - MA	07/28/04
WJ205WW	JOAN RD TO WAYNE - 8"	103825	RIGHT-OF-WAY PATROL - MA	08/03/04
WJ205WW	JOAN RD TO WAYNE - 8"	104810	RIGHT-OF-WAY PATROL - MA	08/10/04
WJ205WW	JOAN RD TO WAYNE - 8"	105783	RIGHT-OF-WAY PATROL - MA	08/17/04
WJ205WW	JOAN RD TO WAYNE - 8"	106550	RIGHT-OF-WAY PATROL - MA	08/23/04
WJ205WW	JOAN RD TO WAYNE - 8"	107431	RIGHT-OF-WAY PATROL - MA	09/01/04
WJ205WW	JOAN RD TO WAYNE - 8"	110561	RIGHT-OF-WAY PATROL - MA	09/08/04
WJ205WW	JOAN RD TO WAYNE - 8"	111207	RIGHT-OF-WAY PATROL - MA	09/17/04
WJ205WW	JOAN RD TO WAYNE - 8"	112090	RIGHT-OF-WAY PATROL - MA	09/22/04
WJ205WW	JOAN RD TO WAYNE - 8"	112951	RIGHT-OF-WAY PATROL - MA	09/29/04
WJ205WW	JOAN RD TO WAYNE - 8"	115998	RIGHT-OF-WAY PATROL - MA	10/13/04
WJ205WW	JOAN RD TO WAYNE - 8"	115998	RIGHT-OF-WAY PATROL - MA	10/13/04
WJ205WW	JOAN RD TO WAYNE - 8"	118242	RIGHT-OF-WAY PATROL - MA	10/18/04
WJ205WW	JOAN RD TO WAYNE - 8"	119226	RIGHT-OF-WAY PATROL - MA	10/29/04
WJ205WW	JOAN RD TO WAYNE - 8"	120682	RIGHT-OF-WAY PATROL - MA	11/05/04
WJ205WW	JOAN RD TO WAYNE - 8"	122409	RIGHT-OF-WAY PATROL - MA	11/09/04
WJ205WW	JOAN RD TO WAYNE - 8"	123402	RIGHT-OF-WAY PATROL - MA	11/16/04
WJ205WW	JOAN RD TO WAYNE - 8"	124311	RIGHT-OF-WAY PATROL - MA	11/24/04
WJ205WW	JOAN RD TO WAYNE - 8"	124931	RIGHT-OF-WAY PATROL - MA	11/29/04
WJ205WW	JOAN RD TO WAYNE - 8"	126365	RIGHT-OF-WAY PATROL - MA	12/06/04
WJ205WW	JOAN RD TO WAYNE - 8"	127470	RIGHT-OF-WAY PATROL - MA	12/16/04
WJ205WW	JOAN RD TO WAYNE - 8"	128325	RIGHT-OF-WAY PATROL - MA	12/21/04
WJ205WW	JOAN RD TO WAYNE - 8"	128977	RIGHT-OF-WAY PATROL - MA	12/29/04
WJ205WW	JOAN RD TO WAYNE - 8"	131076	RIGHT-OF-WAY PATROL - MA	01/04/05
WJ205WW	JOAN RD TO WAYNE - 8"	131941	RIGHT-OF-WAY PATROL - MA	01/10/05
WJ205WW	JOAN RD TO WAYNE - 8"	132821	RIGHT-OF-WAY PATROL - MA	01/18/05
WJ205WW	JOAN RD TO WAYNE - 8"	133576	RIGHT-OF-WAY PATROL - MA	01/27/05
WJ205WW	JOAN RD TO WAYNE - 8"	134446	RIGHT-OF-WAY PATROL - MA	02/02/05
WJ205WW	JOAN RD TO WAYNE - 8"	135974	RIGHT-OF-WAY PATROL - MA	02/07/05
WJ205WW	JOAN RD TO WAYNE - 8"	136832	RIGHT-OF-WAY PATROL - MA	02/14/05
WJ205WW	JOAN RD TO WAYNE - 8"	137745	RIGHT-OF-WAY PATROL - MA	02/22/05
WJ205WW	JOAN RD TO WAYNE - 8"	138557	RIGHT-OF-WAY PATROL - MA	03/01/05
WJ205WW	JOAN RD TO WAYNE - 8"	142533	RIGHT-OF-WAY PATROL - MA	03/10/05
WJ205WW	JOAN RD TO WAYNE - 8"	144623	RIGHT-OF-WAY PATROL - MA	03/14/05
WJ205WW	JOAN RD TO WAYNE - 8"	145627	RIGHT-OF-WAY PATROL - MA	03/21/05
WJ205WW	JOAN RD TO WAYNE - 8"	146806	RIGHT-OF-WAY PATROL - MA	03/31/05
WJ205WW	JOAN RD TO WAYNE - 8"	151652	RIGHT-OF-WAY PATROL - MA	04/05/05
WJ205WW	JOAN RD TO WAYNE - 8"	152764	RIGHT-OF-WAY PATROL - MA	04/11/05

Equipment Tag Number	Equipment Description	Assigned WO	Work Order Description	Complete Date
WJ205WW	JOAN RD TO WAYNE - 8"	153998	RIGHT-OF-WAY PATROL - MA	04/20/05
WJ205WW	JOAN RD TO WAYNE - 8"	155292	RIGHT-OF-WAY PATROL - MA	04/25/05
WJ205WW	JOAN RD TO WAYNE - 8"	157719	RIGHT-OF-WAY PATROL - MA	05/03/05
WJ205WW	JOAN RD TO WAYNE - 8"	159912	RIGHT-OF-WAY PATROL - MA	05/13/05
WJ205WW	JOAN RD TO WAYNE - 8"	161094	RIGHT-OF-WAY PATROL - MA	05/16/05
WJ205WW	JOAN RD TO WAYNE - 8"	162142	RIGHT-OF-WAY PATROL - MA	05/24/05
WJ205WW	JOAN RD TO WAYNE - 8"	163281	RIGHT-OF-WAY PATROL - MA	06/01/05
WJ205WW	JOAN RD TO WAYNE - 8"	166208	RIGHT-OF-WAY PATROL - MA	06/06/05
WJ205WW	JOAN RD TO WAYNE - 8"	167405	RIGHT-OF-WAY PATROL - MA	06/13/05
WJ205WW	JOAN RD TO WAYNE - 8"	168621	RIGHT-OF-WAY PATROL - MA	06/22/05
WJ205WW	JOAN RD TO WAYNE - 8"	169872	RIGHT-OF-WAY PATROL - MA	06/28/05
WJ205WW	JOAN RD TO WAYNE - 8"	172597	RIGHT-OF-WAY PATROL - MA	07/07/05
WJ205WW	JOAN RD TO WAYNE - 8"	174358	RIGHT-OF-WAY PATROL - MA	07/12/05
WJ205WW	JOAN RD TO WAYNE - 8"	175514	RIGHT-OF-WAY PATROL - MA	07/18/05
WJ205WW	JOAN RD TO WAYNE - 8"	176649	RIGHT-OF-WAY PATROL - MA	07/27/05
WJ205WW	JOAN RD TO WAYNE - 8"	178414	RIGHT-OF-WAY PATROL - MA	08/01/05
WJ205WW	JOAN RD TO WAYNE - 8"	180081	RIGHT-OF-WAY PATROL - MA	08/09/05
WJ205WW	JOAN RD TO WAYNE - 8"	181261	RIGHT-OF-WAY PATROL - MA	08/15/05
WJ205WW	JOAN RD TO WAYNE - 8"	182405	RIGHT-OF-WAY PATROL - MA	08/29/05
WJ205WW	JOAN RD TO WAYNE - 8"	182405	RIGHT-OF-WAY PATROL - MA	08/29/05
WJ205WW	JOAN RD TO WAYNE - 8"	187457	RIGHT-OF-WAY PATROL - MA	09/06/05
WJ205WW	JOAN RD TO WAYNE - 8"	188503	RIGHT-OF-WAY PATROL - MA	09/13/05
WJ205WW	JOAN RD TO WAYNE - 8"	189719	RIGHT-OF-WAY PATROL - MA	09/22/05
WJ205WW	JOAN RD TO WAYNE - 8"	190932	RIGHT-OF-WAY PATROL - MA	09/27/05
WJ205WW	JOAN RD TO WAYNE - 8"	195344	RIGHT-OF-WAY PATROL - MA	10/05/05
WJ205WW	JOAN RD TO WAYNE - 8"	196516	RIGHT-OF-WAY PATROL - MA	10/12/05
WJ205WW	JOAN RD TO WAYNE - 8"	198282	RIGHT-OF-WAY PATROL - MA	10/19/05
WJ205WW	JOAN RD TO WAYNE - 8"	199553	RIGHT-OF-WAY PATROL - MA	11/03/05
WJ205WW	JOAN RD TO WAYNE - 8"	199553	RIGHT-OF-WAY PATROL - MA	11/03/05
WJ205WW	JOAN RD TO WAYNE - 8"	203637	RIGHT-OF-WAY PATROL - MA	11/08/05
WJ205WW	JOAN RD TO WAYNE - 8"	204801	RIGHT-OF-WAY PATROL - MA	11/14/05
WJ205WW	JOAN RD TO WAYNE - 8"	205975	RIGHT-OF-WAY PATROL - MA	11/22/05
WJ205WW	JOAN RD TO WAYNE - 8"	206774	RIGHT-OF-WAY PATROL - MA	12/02/05
WJ205WW	JOAN RD TO WAYNE - 8"	208607	RIGHT-OF-WAY PATROL - MA	12/08/05
WJ205WW	JOAN RD TO WAYNE - 8"	209462	RIGHT-OF-WAY PATROL - MA	12/13/05
WJ205WW	JOAN RD TO WAYNE - 8"	210315	RIGHT-OF-WAY PATROL - MA	12/19/05
WJ205WW	JOAN RD TO WAYNE - 8"	211127	RIGHT-OF-WAY PATROL - MA	12/27/05



INSPECTED BY: WC Belangee	DATE: 12/27/05	REPORT NO: 05-XX170MR-0004
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TYPE OF EXPOSURE

<input type="checkbox"/> Stream - Creek Crossing	<input checked="" type="checkbox"/> Ditch	<input type="checkbox"/> Highway Bridge
<input type="checkbox"/> Railroad Bridge	<input type="checkbox"/> Valve Vault/Pit	<input type="checkbox"/> Other:

LOCATION

Responsibility: 383	Location Code: XX170MR	Corrosion File No.:
Stake No.: 203370	From: 203366	To: 203376

EXTERNAL CONDITION OF PIPE

<input type="checkbox"/> Severe Deterioration of Pipe	<input type="checkbox"/> Hazardous to Operation
<input checked="" type="checkbox"/> Maintenance Required	<input type="checkbox"/> Appears Normal - No Maintenance Required
Describe Maintenance Required: Big ditch with heavy brush needs to be matted.	

IS CROSSING CASSED?: ☐ Yes ☒ No (If cased, inspect ends of casing.)

ARE SUPPORT BRACKETS INSULATED FROM CARRIER PIPE?: ☐ Yes ☐ No

TYPE OF COATING:

<input checked="" type="checkbox"/> Coal Tar	<input type="checkbox"/> Somatic	<input type="checkbox"/> Tape
<input type="checkbox"/> Wax	<input type="checkbox"/> X-tru-coat	<input type="checkbox"/> Concrete
<input type="checkbox"/> Other:		

CONDITION OF COATING:

<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Needs Repair	<input type="checkbox"/> Needs Replacement	<input type="checkbox"/> Bare
Fully describe coating damage (extent, location, etc.):			

WERE PHOTOS TAKEN?

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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REMARKS:

Distribution:	District Manager Corrosion Specialist	Supervisor, Corrosion Control Local Records
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INSPECTED BY: WC Belangee	DATE: 12/27/05	REPORT NO: 05-XX170MR-0003
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TYPE OF EXPOSURE

<input type="checkbox"/> Stream - Creek Crossing	<input checked="" type="checkbox"/> Ditch	<input type="checkbox"/> Highway Bridge
<input type="checkbox"/> Railroad Bridge	<input type="checkbox"/> Valve Vault/Pit	<input type="checkbox"/> Other:

LOCATION

Responsibility: 383	Location Code: XX170MR	Corrosion File No.:
Stake No.: 201900	From: 201893	To: 201908

EXTERNAL CONDITION OF PIPE

<input type="checkbox"/> Severe Deterioration of Pipe	<input type="checkbox"/> Hazardous to Operation
<input type="checkbox"/> Maintenance Required	<input checked="" type="checkbox"/> Appears Normal - No Maintenance Required
Describe Maintenance Required:	

IS CROSSING CASSED?: ☐ Yes ☒ No (If cased, inspect ends of casing.)

ARE SUPPORT BRACKETS INSULATED FROM CARRIER PIPE?: ☐ Yes ☒ No

TYPE OF COATING:

<input checked="" type="checkbox"/> Coal Tar	<input type="checkbox"/> Somatic	<input type="checkbox"/> Tape
<input type="checkbox"/> Wax	<input type="checkbox"/> X-tru-coat	<input type="checkbox"/> Concrete
<input type="checkbox"/> Other:		

CONDITION OF COATING:

<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Needs Repair	<input type="checkbox"/> Needs Replacement	<input type="checkbox"/> Bare
Fully describe coating damage (extent, location, etc.):			

WERE PHOTOS TAKEN?

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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REMARKS: Coating in good shape.

Distribution: District Manager
Corrosion Specialist

Supervisor, Corrosion Control
Local Records

INSPECTED BY: WC Belangee	DATE: 12/27/2005	REPORT NO: 05-XX170MR-0002
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TYPE OF EXPOSURE

<input type="checkbox"/> Stream - Creek Crossing	<input checked="" type="checkbox"/> Ditch	<input type="checkbox"/> Highway Bridge
<input type="checkbox"/> Railroad Bridge	<input type="checkbox"/> Valve Vault/Pit	<input type="checkbox"/> Other:

LOCATION

Responsibility: 383	Location Code: XX170MR	Corrosion File No.:
Stake No.: 201413	From: 201406	To: 201421

EXTERNAL CONDITION OF PIPE

<input type="checkbox"/> Severe Deterioration of Pipe	<input type="checkbox"/> Hazardous to Operation
<input checked="" type="checkbox"/> Maintenance Required	<input type="checkbox"/> Appears Normal - No Maintenance Required
Describe Maintenance Required:	

IS CROSSING CASSED?: ☐ Yes ☒ No (If cased, inspect ends of casing.)

ARE SUPPORT BRACKETS INSULATED FROM CARRIER PIPE?: ☐ Yes ☒ No

TYPE OF COATING:

<input checked="" type="checkbox"/> Coal Tar	<input type="checkbox"/> Somastic	<input type="checkbox"/> Tape
<input type="checkbox"/> Wax	<input type="checkbox"/> X-tru-coat	<input type="checkbox"/> Concrete
<input type="checkbox"/> Other:		

CONDITION OF COATING:

<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Needs Repair	<input type="checkbox"/> Needs Replacement	<input type="checkbox"/> Bare
Fully describe coating damage (extent, location, etc.):			

WERE PHOTOS TAKEN?

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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REMARKS: Coating has holes in two spots. No sign of rust.

Distribution: District Manager
Corrosion Specialist

Supervisor, Corrosion Control
Local Records

INSPECTED BY: WC Belangee	DATE: 12/27/2005	REPORT NO: 05-XX170MR-0001
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TYPE OF EXPOSURE

<input type="checkbox"/> Stream - Creek Crossing	<input checked="" type="checkbox"/> Ditch	<input type="checkbox"/> Highway Bridge
<input type="checkbox"/> Railroad Bridge	<input type="checkbox"/> Valve Vault/Pit	<input type="checkbox"/> Other:

LOCATION

Responsibility: 383	Location Code: XX170MR	Corrosion File No.:
Stake No.: 216632	From: 216607	To: 216657

EXTERNAL CONDITION OF PIPE

<input type="checkbox"/> Severe Deterioration of Pipe	<input type="checkbox"/> Hazardous to Operation
<input checked="" type="checkbox"/> Maintenance Required	<input type="checkbox"/> Appears Normal - No Maintenance Required
Describe Maintenance Required:	

IS CROSSING CASSED?: ☐ Yes ☒ No (If cased, inspect ends of casing.)

ARE SUPPORT BRACKETS INSULATED FROM CARRIER PIPE?: ☐ Yes ☒ No

TYPE OF COATING:

<input checked="" type="checkbox"/> Coal Tar	<input type="checkbox"/> Somastic	<input type="checkbox"/> Tape
<input type="checkbox"/> Wax	<input type="checkbox"/> X-tru-coat	<input type="checkbox"/> Concrete
<input type="checkbox"/> Other:		

CONDITION OF COATING:

<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Needs Repair	<input type="checkbox"/> Needs Replacement	<input type="checkbox"/> Bare
Fully describe coating damage (extent, location, etc.):			

WERE PHOTOS TAKEN?

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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REMARKS: Surface rust on pipe. Coating in good shape where it contacts the ground.

Distribution: District Manager
Corrosion Specialist

Supervisor, Corrosion Control
Local Records

Work Order Print with Supp Data and Settings

Date - 04/12/06
 Time - 16:00:12
 Page - 1

BUCKEYE PARTNERS, L.P.

Work Order Number 237395 WM Service Type M Maintenance Repair Type of Work INSPECT EXPOSED PIPE AT STAKE # 21+66

One Call/Air Patrol

Contact Name 1 BUCKEYE PIPE LINE CO. L.P.

Equipment Tag # GE523GF MANTUA TO CLEVELAND-DRYDOCK

Acct. Class Regular Expense Phone Number BPL Involvement N/A

District MDS Midwest District Primary Craft

Responsibility 355 Mantua Not a OQ Covered Task

Sub-Minor Follow-up Follow-Up Not Required

Shutdown Code No Shutdown Required

Crew Size

BUSINESS UNIT

Accepted by:

Current Status 60 In Progress

Status Comment

Approved by:

Estimated Start Date 04/04/06

Assigned to:

Critical Date 04/04/06

Completed By (Lead)

Estimated End Date 04/04/06

Completion Date

.....Comments

The pipeline was examined by MAG on 4-4-06. A 14" type "A" sleeve was installed by RWZ on 4-5-06. The line was recoated and backfilled with soil on 4-5-06.



